



DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814
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March 1, 2016

TESTIMONY TO THE HOUSE COMMITTEE ON FINANCE

House Bill 2221, HD1 - Relating to Parking

The Disability and Communication Access Board (DCAB) takes no position and provides only comments on House Bill 2221, HD1 - Relating to Parking. The purpose of the bill is to establish fines beginning January 1, 2017, for owners of parking facilities with at least one hundred parking spaces that do not provide at least one parking space equipped with a charging system exclusively for electric vehicles, and allows for a warning prior to being fined for a first violation.

A question that arose in the House Committee on Judiciary hearing prompted us to provide comments related on establishing parking spaces exclusively for use by electric vehicles. There was confusion as to whether or not a space could be used as both an electric vehicle parking space and an accessible stall. Page 1, lines 10–14 clearly states that parking spaces for electric vehicles are separate from spaces designated for accessible parking for people with disabilities under the Americans with Disabilities Act (ADA). Electric vehicle spaces equipped with an electric vehicle charging station shall not displace or reduce the number or accessible parking stalls under the ADA.

DCAB's role is to ensure ADA compliance to state and county facilities and programs under Title II. Since this bill relates to electric vehicle parking spaces at private businesses which are covered under ADA Title III, we refer you to http://energy.hawaii.gov/wp-content/uploads/2011/09/updated-EV-Guidebook_FINAL_Sep-25_2012.pdf a publication produced by the Department of Business, Economic Development, and Tourism about setting up an electric vehicle parking space for private businesses. The stall needs to include accessibility requirements related to the size space and to the reach range for the charging unit so if a person with a disability has an electric vehicle, he or she is able to use the space.

Thank you for the opportunity to provide comments.

Respectfully submitted,

BARBARA FISCHLOWITZ-LEONG
Chairperson
Legislative Committee

FRANCINE WAI
Executive Director

HAWAII EV READY

Guidebook for Commercial Electric Vehicle Charging Station Installations



May 2012

prepared by

Plug In

America.



DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

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Statement of
LUIS P. SALAVERIA
Director
Department of Business, Economic Development, and Tourism
before the
HOUSE COMMITTEE ON FINANCE
Tuesday, March 1, 2016
11:02 a.m.
State Capitol, Conference Room 308

in consideration of
HB 2221, HD1
RELATING TO PARKING.

Chair Luke, Vice Chair Nishimoto and, Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) respectfully offers comments on HB 2221, HD1, which adds an enforcement mechanism to Hawaii's requirement to provide at least one parking space equipped with an electric vehicle (EV) charging system for the exclusive use of EVs.

HB 2221, HD1 would improve access to EV charging systems throughout Hawaii and promote greater EV adoption by demonstrating to future car buyers that the State view's EVs as a viable and convenient mode of transportation. DBEDT advocates in favor of EVs as they directly help reduce Hawaii's dependence on imported oil and assist our efforts in achieving Hawaii's clean energy goals.

DBEDT is concerned that one hundred and twenty days may be an insufficient timeframe for some property owners to correct a violation or that there may be special circumstances that could warrant an exemption. These concerns recognize there is not a "one-size-fits-all" solution for addressing challenges associated with installation of EV charging systems. Alternatively DBEDT notes that the language in SB 2515, SD1 provides what DBEDT believes is sufficient time to correct a violation as well as provides an exemption for cases of financial or an engineering hardship. DBEDT understands that a relatively simple EV charging system installation typically costs \$6,000 to \$8,000 per system.

DBEDT recommends that the definition of “electric vehicle charging system” be expanded to include the recognized standards for both Level 2 and Level 3 DC fast chargers, allowing parking facilities with installed Level 3 DC fast chargers to be recognized as meeting the charging station requirement.

DBEDT respectfully defers to the State Department of Accounting and General Services, and Aloha Stadium regarding budgetary needs specifically for installing EV charging stations in their respective parking facilities.

Thank you for the opportunity to provide these comments regarding HB 2221, HD1.

Bernard P. Carvalho, Jr.
Mayor



George K. Costa
Director

Nadine Nakamura
Managing Director

OFFICE OF ECONOMIC DEVELOPMENT

County of Kaua'i, State of Hawai'i

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**Before the House Committee on Finance
Tuesday, March 1st, 2016
Conference Room 308
11:02 a.m.**

IN SUPPORT OF HB 2221 RELATING TO PARKING

Chair Luke, Vice Chair Nishimoto, and members of the committee,

The County of Kauai supports HB 2221 with suggested amendments. HB 2221 amends HRS 291-71 by adding a penalty and enforcement mechanism for non-compliance with EV infrastructure requirements, as well as requiring all parking lots to have 1 charger per 100 by 2017 and 2 chargers per 100 by 2022.

Kauai County strongly supports the adoption of electric vehicles and finds that the availability of EV charging infrastructure is a critical component of consumer adoption.

Suggested amendments: The current language in this bill proposes enforcement by police officers. The County of Kauai believes that enforcement in this case would more appropriately be handled by County Planning Departments. We support enforcement language as follows:

This subsection shall be enforced by the appropriate county authority having jurisdiction over planning and permitting, as follows:

- (1) A person or organization may file an open or anonymous complaint with the county authority listing the places of public accommodation that are not in compliance;*
- (2) The county authority shall notify the property owner of noncompliance and allow the owner three-hundred and sixty-five days to comply with this subsection;*
- (3) After three-hundred and sixty-five days, the county department shall conduct an inspection. If the owner is not in compliance, the county authority shall issue a warning allowing for an additional one hundred eighty days for compliance;*
- (4) If, after the warning issued under paragraph (3), the owner is still in noncompliance, the county department shall send a formal notice of violation that allows for an additional ninety days for compliance; and*
- (5) If after the additional ninety days allowed under paragraph (4) the owner is still in noncompliance, an administrative fine of \$200 per day shall begin to accrue; provided that if the fine accrues to over \$300,000, a lien shall be placed on the property.*

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Sullivan". The signature is fluid and cursive, with the first name "Ben" and last name "Sullivan" clearly distinguishable.

Ben Sullivan
Energy and Sustainability Coordinator
Office of Economic Development
County of Kauai



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Tuesday, March 1, 2016 — 11:02 a.m. — Room 308

Ulupono Initiative Supports HB 2221 HD 1 with Comments, Relating to Parking

Dear Chair Luke, Vice Chair Nishimoto, and Members of the Committee:

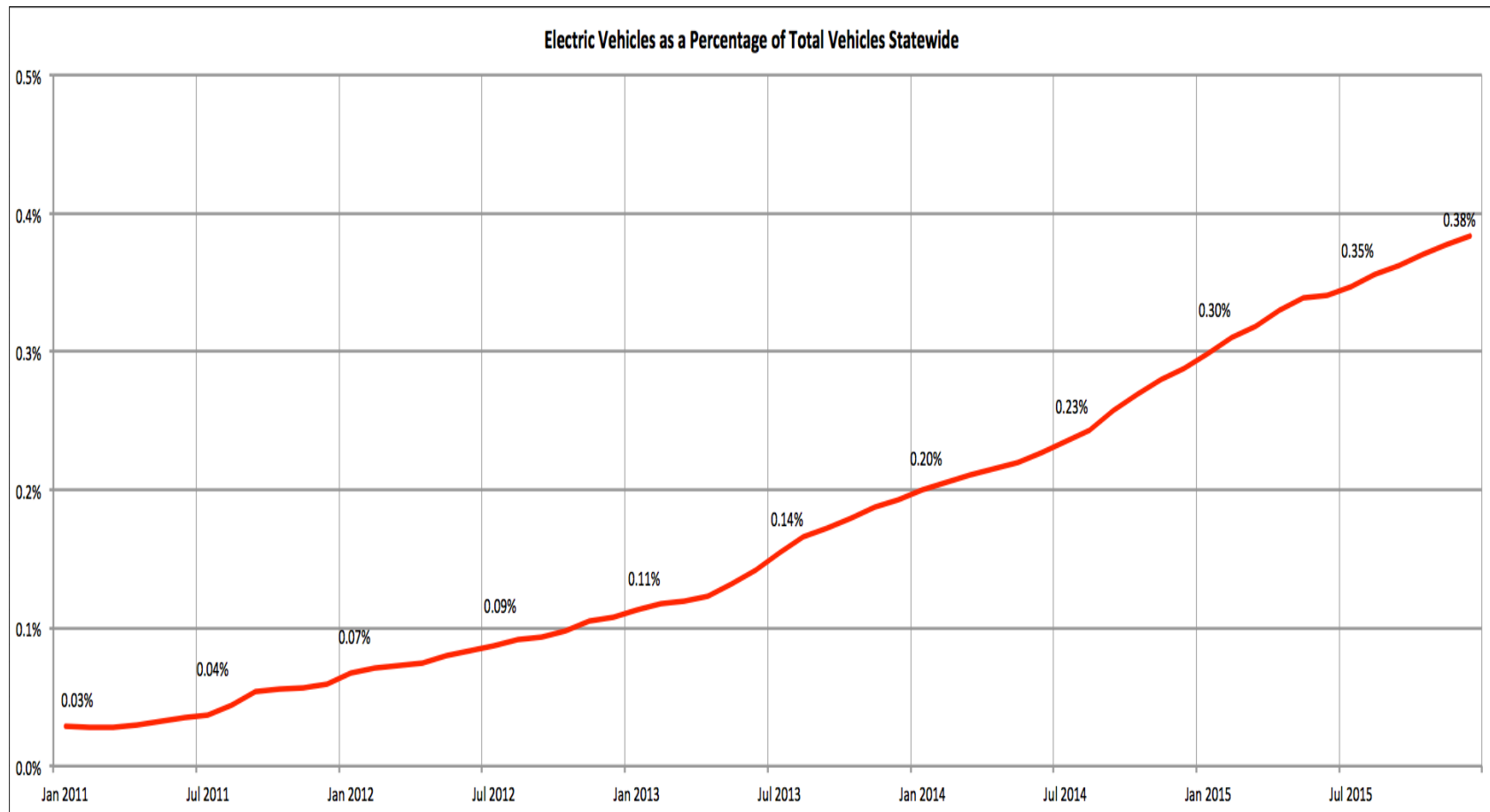
My name is Murray Clay and I am Managing Partner of the Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and reduce waste. We believe that self-sufficiency is essential to our future prosperity and will help shape a future where economic progress and mission-focused impact can work hand in hand.

Ulupono supports HB 2221 HD 1, which establishes fines for parking facility owners that do not provide at least one electrical vehicle charging station for lots with at least 100 parking stalls.

In Hawai'i, the transportation sector requires more energy than the electricity sector. Furthermore, about 20% of the state's primary energy usage is due to ground transportation, such as cars and trucks, which rely almost exclusively on imported fossil fuels for its energy. This bill would create greater demand for electric vehicle charging infrastructure, which makes electric vehicle ownership more appealing by reducing range anxiety as well as having the potential to add battery storage capacity and/or demand response capacity to the electric grid.

Hawai'i ranks second in the nation behind California in the number of electric vehicles registered as a % of vehicles. As of December 2015, electric vehicles represented ~0.4% of all registered vehicles. Electric vehicle registrations went up 26% in 2015, even amongst falling gas prices, while gasoline vehicle registration dropped ~6%. Electric vehicles are only going to grow in market share of vehicles and therefore this bill takes a reasonable proactive approach to support new technology.

Investing in a Sustainable Hawai'i



Source: DBEDT

While Ulupono supports the bill's language to establish parking fines, we would also encourage language found in House Bill 2568 to be added to this bill. Provisions in House Bill 2568 include:

1. Providing a fair scale to make the number of electric vehicle charging stations correspond with the size of the parking facility. Under current law, whether a parking facility has 100 or 1,000 parking stalls, it only requires on electric vehicle charging station.
2. Defining and describing the enforcement authority and process.
3. Creating an exemption process for technical or financial reasons.

As Hawai'i's energy and transportation issues become more complex and challenging, we appreciate this committee's efforts to look at policies that better prepare Hawai'i for the future.

Thank you for this opportunity to testify.

Respectfully,

Murray Clay
Managing Partner



HOUSE COMMITTEE ON FINANCE

March 1, 2016, 11:02 A.M., Room 308

(Testimony is 1 page long)

TESTIMONY IN SUPPORT OF HB 2221, HD1

Aloha Chair Luke, Vice Chair Nishimoto and members of the Committee:

Blue Planet Foundation supports HB 2221, HD1, which would create an escalating system of fines for parking facilities that do not comply with Hawaii Revised Statutes §291-71 requiring the installation of electric vehicle charging equipment.

The wide-spread adoption of electric vehicles is a critical component in helping to meet the state's petroleum reduction goals. Having a critical mass of electric vehicle charging stations available in public locations is critical to seeing large-scale adoption of electric vehicles in the state.

The statute requiring the installation of electric vehicle charging equipment has now been in place for more than five years without any form of compliance monitoring and no penalties for non-compliance. While many parking facilities have complied with the requirements, many others have not. These fines will help bring non-compliant parking facilities into conformance with the law.

Thank you for the opportunity to testify.

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 28, 2016 12:34 AM
To: FINTestimony
Cc: amybrinker@mac.com
Subject: *Submitted testimony for HB2221 on Mar 1, 2016 11:02AM*

HB2221

Submitted on: 2/28/2016

Testimony for FIN on Mar 1, 2016 11:02AM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Amy Brinker	Individual	Support	No

Comments:

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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